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Rough Country 94000 Installation Instructions

1.5-Inch Lift Kit for 2022-2024 Mitsubishi Outlander

Part number: 94000

trailfortress.com/rough-country-1-5-inch-lift-kit-94000

Scan for fitment, price and install help

ROUGH COUNTRY

921940000

Mitsubishi 2022-2024 Outlander 1.5” Lift Kit

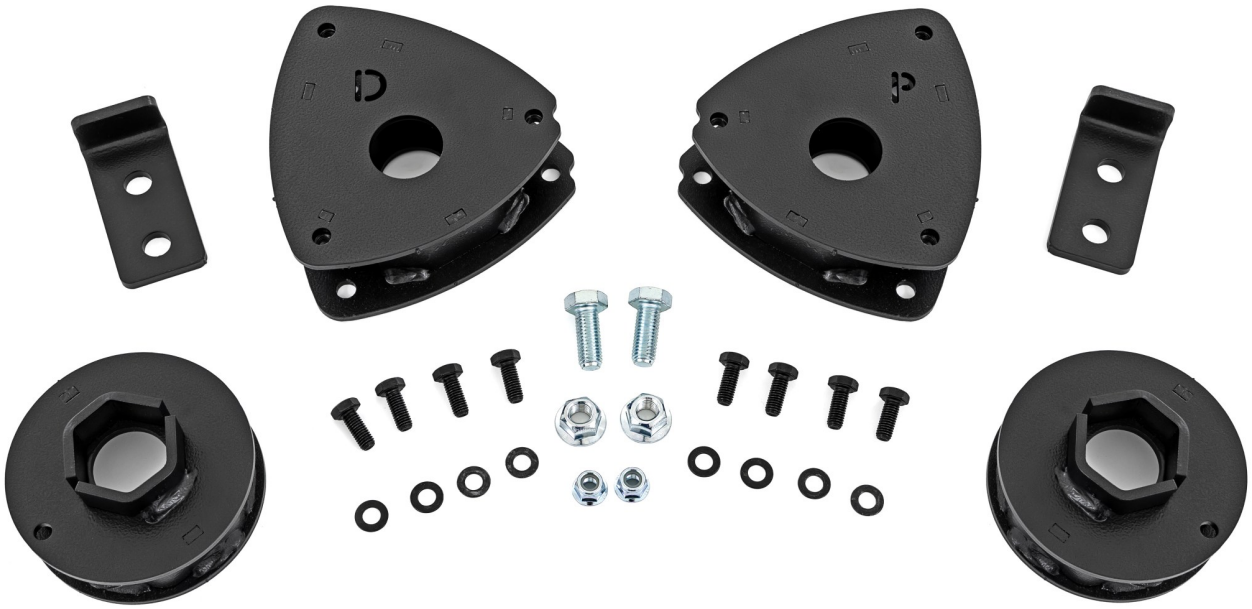
Thank you for choosing Rough Country for all your vehicle needs.

Please read instructions before beginning installation. Check the kit hardware against the kit contents shown below. Be sure you have all needed parts and know where they go.
If questions exist, please call us @1-800-222-7023. We will be happy to answer any questions concerning this product.
Check all fasteners for proper torque. Ensure there is adequate clearance between all components.
Periodically check all hardware for tightness.

Kit Contents:
2– 1.5” Sway bar relocation bracket
2-1.5” Rear coil spring spacer
1– Driver side 1.5” lift strut spacer
1– Passenger side 1.5” lift strut spacer

Tools Needed:
Floor Jack
Jack Stands
12mm socket/wrench
13mm socket/wrench
19mm socket/wrench
Single or Double flex 12mm box wrench

Hardware Included:
8– 8mm-1.25x 20mm hex head bolts
8- 8mm Flat washers
2– 12mm-1.75 x 30mm Hex head bolts
2-12mm-1.75 Flange lock nuts
2– 8mm-1.25 Nylock flange nuts

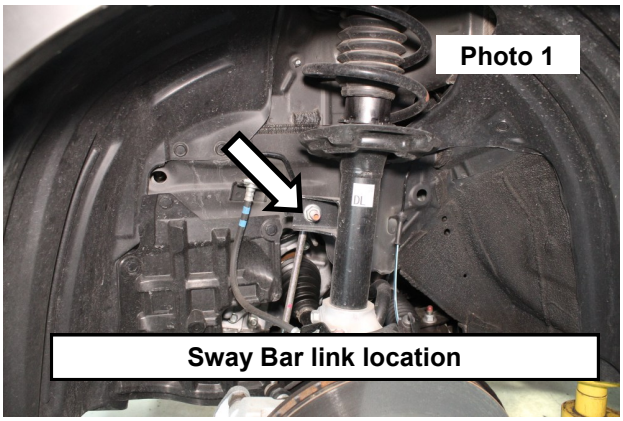


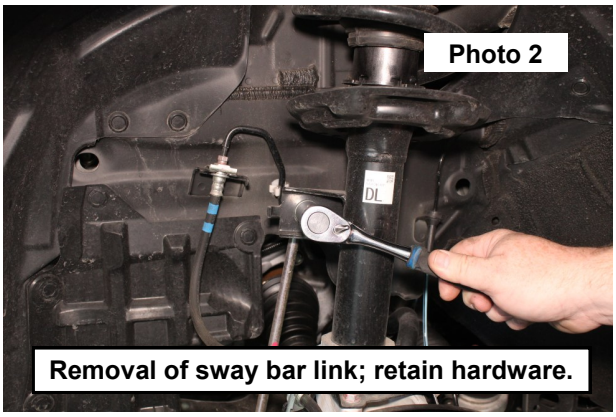
Torque Specs:

Size	Grade 5	Grade 8	Size	Class 8.8	Class 10.9
5/16”	15 ft/lbs	20ft/lbs	6MM	5ft/lbs	9ft/lbs
3/8”	30 ft/lbs	35ft/lbs	8MM	18ft/lbs	23ft/lbs
7/16”	45 ft/lbs	60ft/lbs	10MM	32ft/lbs	45ft/lbs
1/2”	65 ft/lbs	90ft/lbs	12MM	55ft/lbs	75ft/lbs
9/16”	95 ft/lbs	130ft/lbs	14MM	85ft/lbs	120ft/lbs
5/8”	135ft/lbs	175ft/lbs	16MM	130ft/lbs	165ft/lbs
3/4”	185ft/lbs	280ft/lbs	18MM	170ft/lbs	240ft/lbs

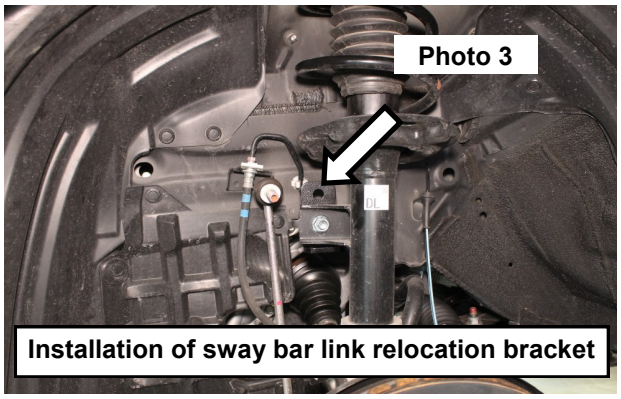
FRONT INSTALLATION INSTRUCTIONS

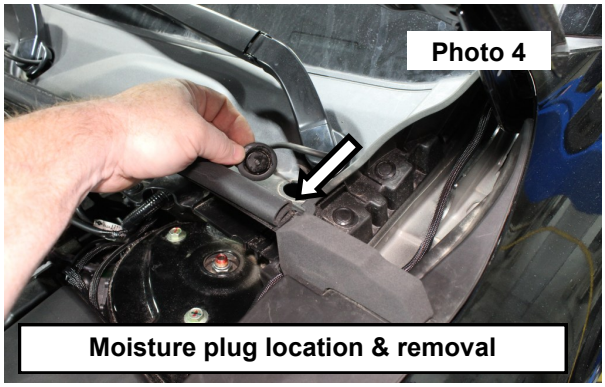
1. Chock rear wheels of the vehicle and raise the front of the vehicle using a floor jack or 2-post lift.
2. Support the vehicle with jack stands and remove front wheels and tires.
3. Locate and disconnect the front sway bar link to allow for the installation of the sway bar relocation bracket. Retain factory hardware. Use 19mm Socket/Wrench to disconnect sway bar link. **Photos 1 and 2**



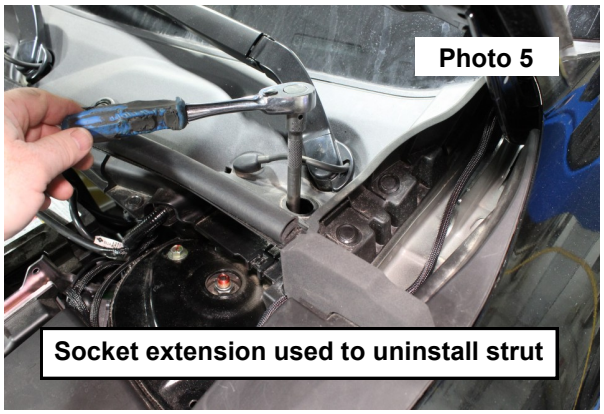


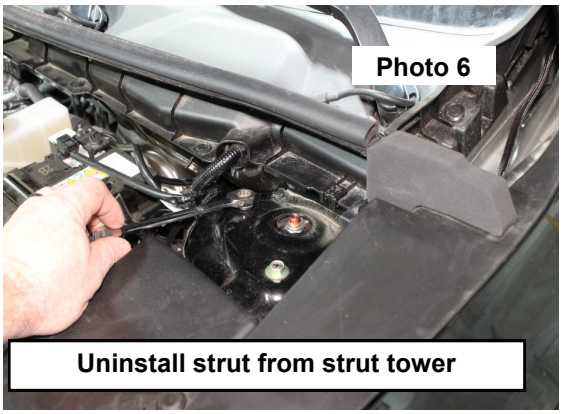
4. Locate the new sway bar relocation brackets and hardware to be used in kit box. Hardware used 1-12mm-1.75x30mm hex head bolt and 1-12mm-1.75 flange lock for both Dr and Pass side of vehicle. 19mm Socket/wrench used to tighten new fasteners.
5. Install new sway bar relocation bracket using new hardware in stock sway bar link bolt hole location. Tighten loosely at this time. Reinstallation of the sway bar link will be performed after the strut spacer is in place. **Photo 3**
6. Open hood of vehicle and locate the top of the strut towers. Both driver and passenger side struts are fastened with 3x bolts. 2 bolts are visible with third bolt found under rubber seal which has to be removed to locate and be removed with an extended socket/ratchet. **Photo 4**



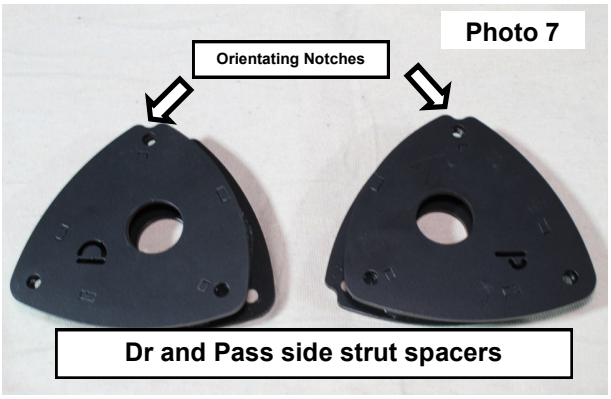


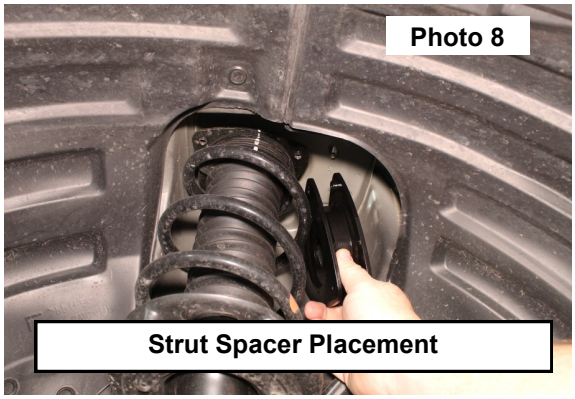
7. Once the three strut bolts are removed the strut can be lowered so installation of the strut spacer can be performed. Retain stock hardware for use of reinstall. **Photos 5 and 6**



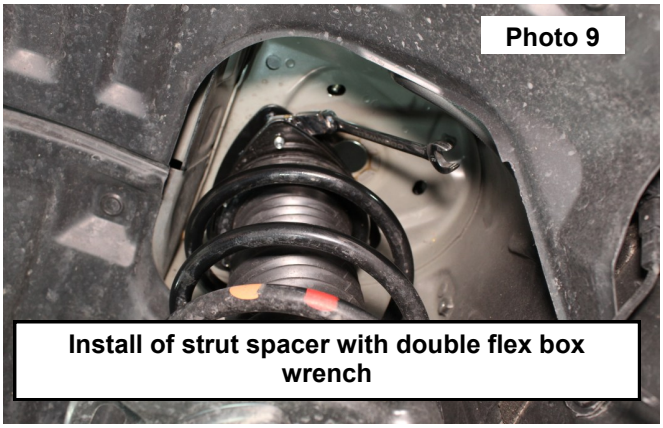


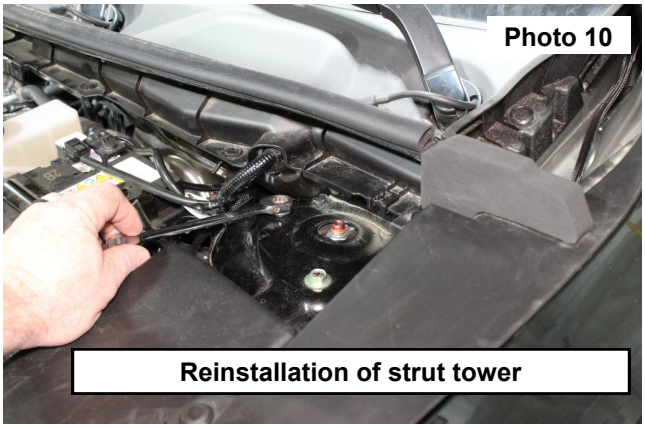
8. Both strut spacers are side specific and marked D for Driver Side and P for Passenger Side on each strut spacer. The “top” side of spacer has 3 threaded bolt holes for installation and “bottom” side of space has 3 bolt holes to all kit hardware to pass through and fasten to top of strut. Orient the strut spacer where the notches point towards engine block. **Photo 7**
9. When the strut is unbolted it can be lowered and the strut spacer put in place with the “bottom” side with the 3x bolt holes to the top of strut so it can be fastened using 3x 8mm-1.25x20mm hex head bolts and 3x 8mm flat washers. The spacer installation will require initial hand tightening then the use of a 12mm Double or Single flex box wrench. The top of the strut can be turned due to bearing in strut to turn and access all bolt hole locations on spacer as well as the reinstallation of spaced strut to vehicle. **Photo 8**



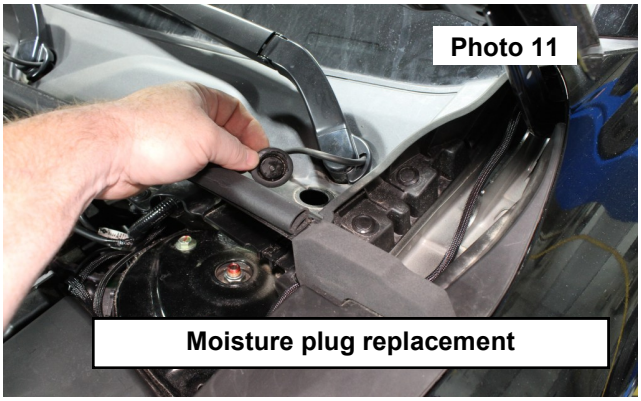


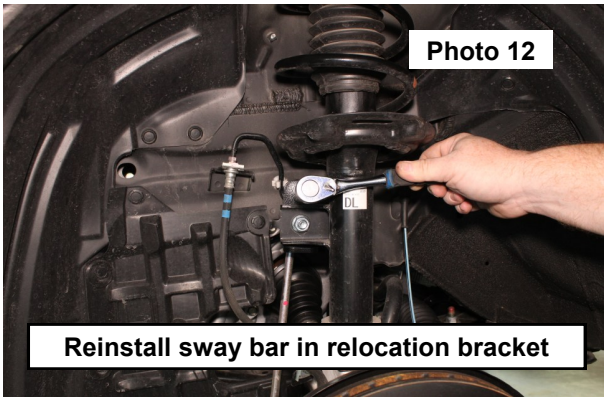
10. Once all bolts of spacer are hand tightened final tightening can be performed with 12mm Double or Single flex box wrench. **Photo 9**
11. With the spacer installed to top of strut line up the “top” of strut spacer to the 3x bolt holes of the strut tower to be reinstalled to vehicle using the 3x stock bolts. 12mm socket/socket extension/ratchet used to tighten bolts. **Photo 10**





12. Once all 3x bolts are tightened the moisture plug can be reinstalled to bolt pass through. **Photo 11**
13. At this time the sway bar link can be reinstalled to the sway bar link relocation bracket. Using 19mm socket. **Photo 12**



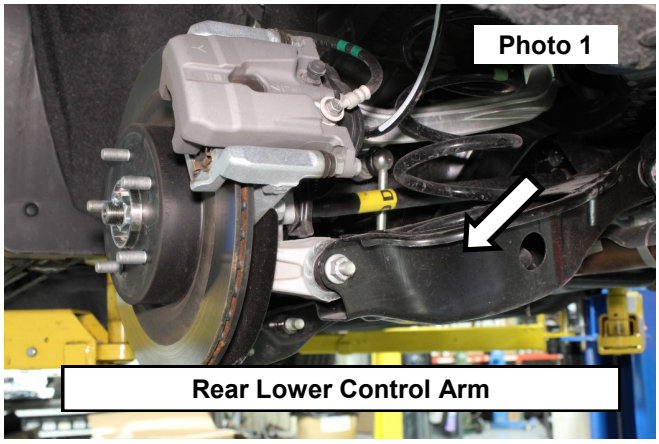


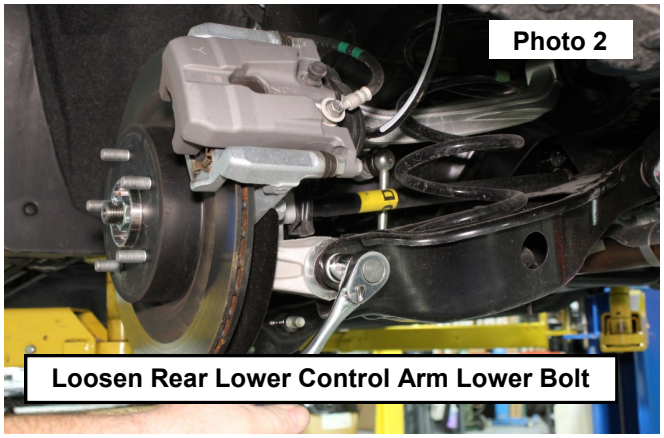
14. Once both sides of the vehicles strut spacer and sway bar link are reinstalled the wheels/tires can be put back on and he vehicle can be lowered to the ground.

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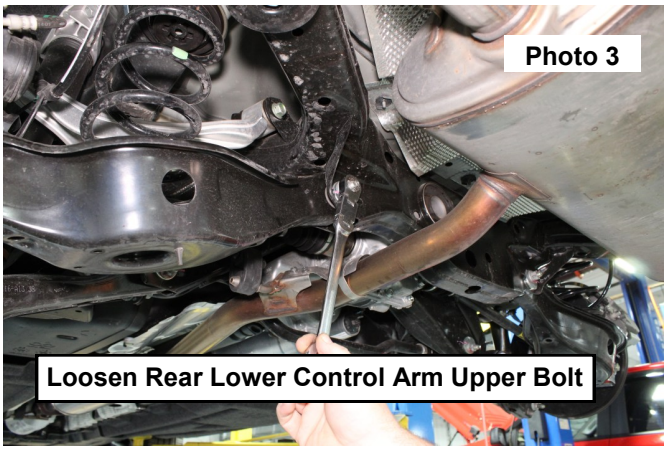
REAR INSTALLATION INSTRUCTIONS

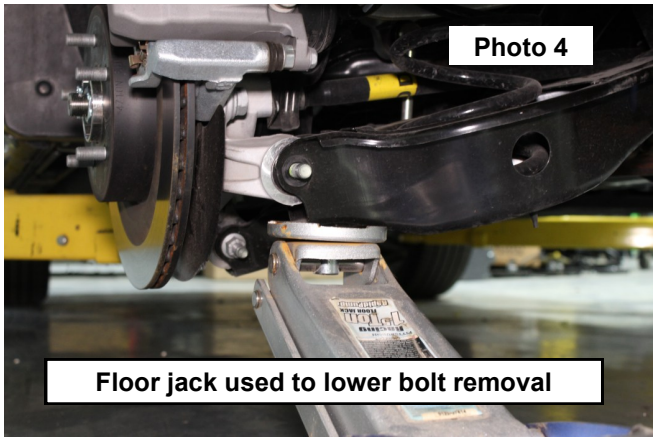
1. Chock front wheels lift up the rear of the vehicle and support the vehicle with floor jack or with 2-post lift, so that the rear wheels are off the ground. Support rear of vehicle with jack stands if needed.
2. Remove wheels and tires using a
3. Locate the Rear Lower control arm. **See Photo 1**
4. Loosen both the lower and upper nut/bolt on rear lower control arm. **See Photo 2 and Photo 3**



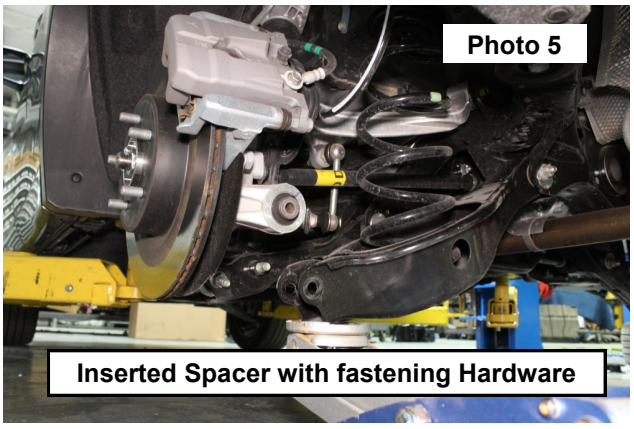


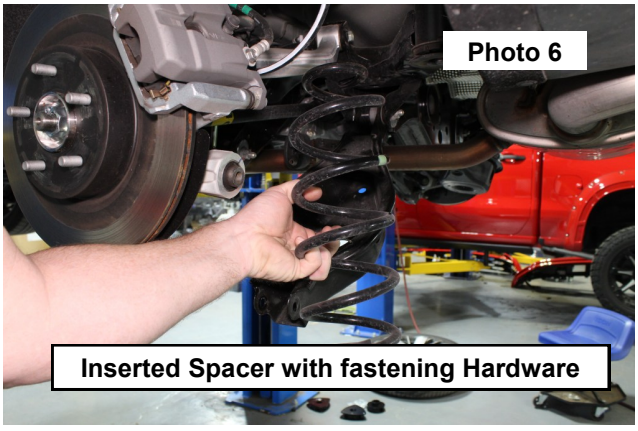
5. With a floor jack placed under rear lower control arm lower bolt, lift to take pressure off rear lower control arm bolt so bolt can be removed and control arm can be move down to access coil spring. **See Photo 4**



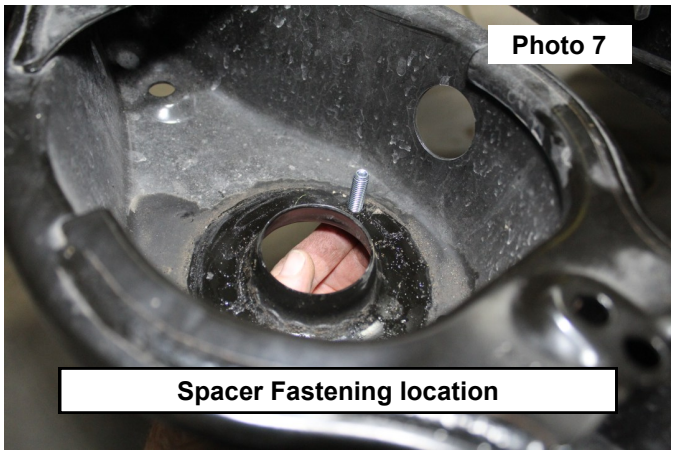


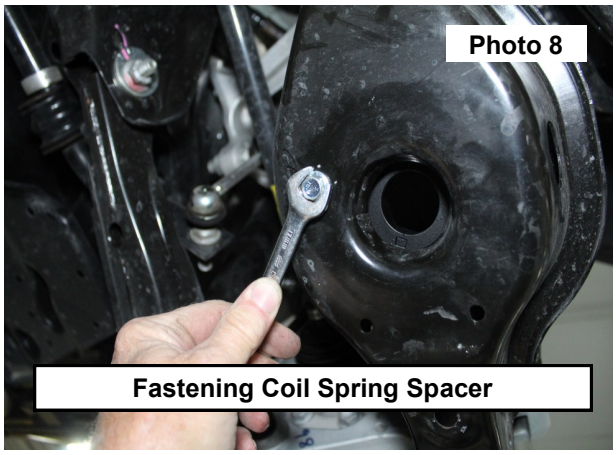
6. Once able to move the lower control arm freely, move lower control arm down allowing for coil spring to be removed. **See Photo 5 and 6**



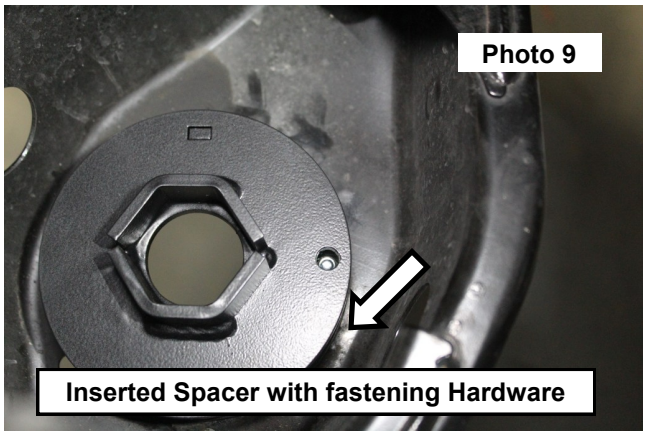


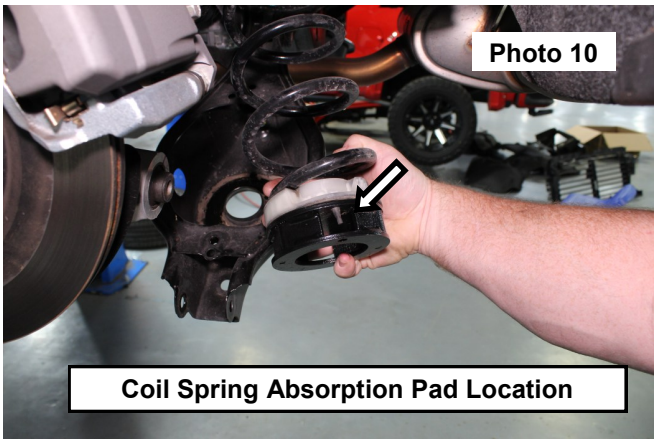
7. Once coil spring can be removed from the rear lower control arm the rear coil spring spacer can inserted and fastened to the rear control arm with supplied hardware, 1 of each -8mm –1.25 x 20mm HEX Head bolt, 8mm Flat Washer, and 8mm-1.25 Nylock flange nut with a 12mm socket/wrench. Tighten per specs. **See Photos 7-8-9**



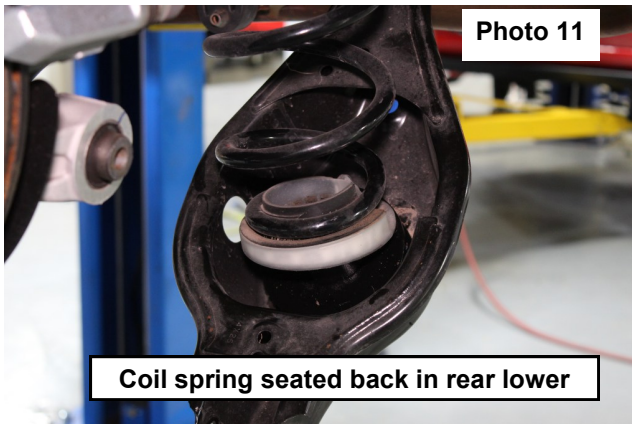


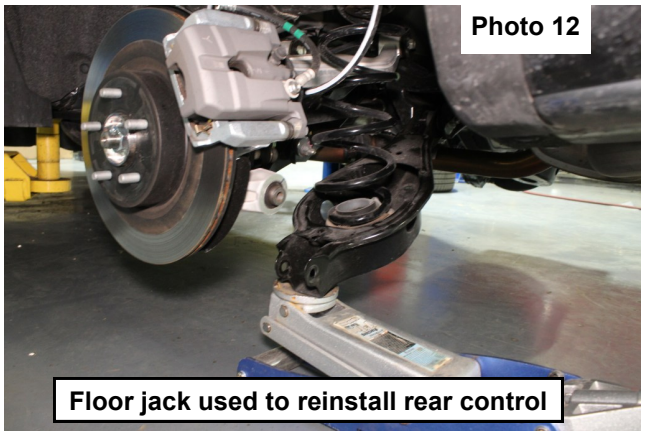
8. Allow for the Coil Spring Absorption pad to be placed through the locating hole on top of the coil spring spacer. **See Photo 10**





9. Once the coil spring is inserted position the rear lower control arm with use of floor jack to allow for reattachment using stock bolt. Loosely tighten at this time. Check that coil spring is seated correctly and has no movement. Re-tighten both the top and bottom bolts of rear control arm, tighten to specs. **Photo 11 and 12**





10. Repeat steps 3-9 on other side of the vehicle.
11. Before lowering insure all nuts and bolts are tightened within specs found on first page of instruction sheet.
12. Wheels and tires can be put back at this time and vehicle can be lowered to ground.

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